

## Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00  
DODE-00 DOTE-00 INR-07 NSAE-00 EPG-02 FAA-00 L-03  
SS-15 NSC-05 TRSE-00 H-01 SP-02 SSO-00 INRE-00  
NSCE-00 /057 W

-----030842 211852Z /47

O 211833Z JUN 77

FM AMEMBASSY LONDON

TO SECSTATE WASHDC IMMEDIATE 5359

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FOR E, EB

PASS DOT (DAVENPORT, KAMM), CAB (KAHN, RODRIGUEZ)

E.O. 11652: N/A

TAGS: EAIR, UK

SUBJECT: US-UK CIVAIR NEGOTIATIONS: CHARTER LINKAGE

LONDON 10092 RELAYED TEXT OF US RENEG 59, REV IV.

USDEL PRESENTED MODIFIED PROPOSAL TODAY.

TEXT FOLLOWS:

1. THE CONTRACTING PARTIES RECOGNIZE THE NEED TO  
FURTHER THE MAINTENANCE AND DEVELOPMENT, WHERE A  
SUBSTANTIAL DEMAND EXISTS OR MAY BE EXPECTED OF A  
VIABLE NETWORK OF SCHEDULED SERVICES, CATERING FOR ALL

SEGMENTS OF DEMAND AND PARTICULARLY FOR THOSE NEEDING  
A WIDE AND FLEXIBLE RANGE OF AIR TRANSPORT FACILITIES,  
CONSISTENTLY AND READILY AVAILABLE.

2. THE CONTRACTING PARTIES ALSO RECOGNIZE THE  
SUBSTANTIAL AND GROWING DEMAND FROM THAT SECTION OF  
THE TRAVELING PUBLIC WHICH IS PRICE RATHER THAN TIME

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SENSITIVE FOR AIR TRANSPORT SERVICES AT THE LOWEST  
POSSIBLE LEVEL OF FARES. THE CONTRACTING PARTIES,  
THEREFORE, TAKING INTO ACCOUNT THE RELATIONSHIP OF  
SCHEDULED AND CHARTER AIR SERVICES AND THE PUBLIC  
NEED FOR A TOTAL AIR SERVICES SYSTEM, SHALL FURTHER  
THE MAINTENANCE AND DEVELOPMENT OF EFFICIENT AND  
ECONOMIC CHARTER SERVICES SO AS TO MEET THAT DEMAND.

3. IN FURTHERANCE OF PARAGRAPHS (1) AND (2) OF THIS ARTICLE (ANNEX), THE CONTRACTING PARTIES AGREE THAT IT IS DESIRABLE TO WORK TOWARDS INTERNATIONAL COMMONALITY OF NON-SCHEDULED RULES IN THE NORTH ATLANTIC MARKET. RECOGNIZING THAT ACHIEVEMENT OF SUCH COMMONALITY IS STILL A NUMBER OF YEARS IN THE FUTURE, THAT A BILATERAL AGREEMENT BETWEEN THEM CAN EXPEDITE SUCH ACHIEVEMENT, AND THAT CHARTER SERVICES BETWEEN THEIR COUNTRIES ARE TOO IMPORTANT TO OPERATE IN THE ABSENCE OF AGREED RULES, THE CONTRACTING PARTIES AGREE TO NEGOTIATE A BILATERAL NORTH ATLANTIC CHARTER AIR SERVICES AGREEMENT WHICH SHALL INCLUDE, AMONG OTHER MATTERS, PROGRESSIVE CHARTERWORTHINESS CONDITIONS, MARKET ACCESS, ARRANGEMENTS FOR DESIGNATION AND AUTHORIZATION OF CHARTER CARRIERS, MINIMIZATION OF ADMINISTRATIVE BURDENS, ALL-CARGO CHARTER ARRANGEMENTS, PERMITS RATHER THAN INDIVIDUAL FLIGHT LICENSES, AND CAPACITY AND PRICE ARRANGEMENTS CONSISTENT WITH THOSE CONTAINED IN THE MEMORANDUM OF UNDERSTANDING ON CHARTER AIR SERVICES CURRENTLY IN FORCE. SUCH AN AGREEMENT SHALL BE INCORPORATED AS AN ANNEX TO THIS AGREEMENT, (AND SHALL REPLACE THIS ANNEX). IF SUCH AGREEMENT IS NOT REACHED BY 1 APRIL 1978, THE PRESENT MEMORANDUM OF UNDERSTANDING ON CHARTER AIR SERVICES SHALL REMAIN IN FORCE UNTIL 31 MARCH 1979, SUBJECT TO AMENDMENTS

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AGREED BY BOTH CONTRACTING PARTIES. IF SUCH AGREEMENT IS NOT REACHED BY APRIL 1, 1979, EACH CONTRACTING PARTY AGREES TO ACCEPT CHARTER TRAFFIC ORIGINATING IN THE TERRITORY OF THE OTHER PARTY ON THE BASIS OF COMITY AND RECIPROCITY UNTIL SUCH AN AGREEMENT IS REACHED. IN ADDITION, IF SUCH AN AGREEMENT IS NOT REACHED BY APRIL 1, 1979, THE LIMITATION ON CAPACITY INCREASES PRESCRIBED IN PARAGRAPH (4) OF CAPACITY ADDENDUM SHALL NO LONGER BE APPLIED, AND THE PROGRESSION OF THE THREE AND FIVE YEAR PERIODS SPECIFIED IN FOOTNOTE 2 OF U.S. ROUTE 1 OF ROUTE ANNEX SHALL BE SUSPENDED. AS OF THE DATE ON WHICH SUCH AN AGREEMENT IS REACHED, THE APPLICATION OF SAID PARAGRAPH (4) AND THE RUNNING OF SAID THREE AND FIVE YEAR PERIODS SHALL RESUME.

4. THE PROVISIONS OF THIS AGREEMENT, EXCEPT ARTICLES (4, 5, 6, 11, 12, 13C) SHALL APPLY TO AIRLINES AUTHORIZED BY BOTH CONTRACTING PARTIES TO OPERATE CHARTER AIR SERVICES BETWEEN THE UNITED KINGDOM AND THE UNITED STATES ON NORTH ATLANTIC ROUTES. SUBJECT TO CHECKING WITH THE ARTICLES AS FINALLY AGREED. BREWSTER

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## Message Attributes

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**Enclosure:** n/a  
**Executive Order:** N/A  
**Errors:** N/A  
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**Review Markings:**  
Margaret P. Grafeld  
Declassified/Released  
US Department of State  
EO Systematic Review  
22 May 2009  
**Markings:** Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009